

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 8507

MONDAY, SEPTEMBER 5, 1910.

150 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling £15,000,000 = \$15,000,000
Silver \$16,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:
G. Balloch, Esq., Chairman;
Robert Stewart, Esq., Deputy Chairman;
F. H. Armstrong, Esq.; S. A. Lyle, Esq.;
Andrew Forbes, Esq.; F. Leib, Esq.;
G. H. Medhurst, Esq.;
and Mr. Henry Keay, M. Shullin, Esq.,
with H. A. Sims, Esq.

C. R. Lefevre, Esq.,
Chief Manager;
R. M. Seale,
Manager;

Shanghai—H. R. Hunter,
London Bankers; London County and
Westminster Bank, Limited;
Hongkong—INTEREST ALLOWED;
On Current Account at the rate of 1 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS.
For 1 month, 4% per cent. per annum;
for 6 months, 6% per cent. per annum;
for 12 months, 8% per cent. per annum.
N. V. STABD,
Acting Chief Manager;
Hongkong, 25th August, 1910.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,300,000
RESERVE FUND £1,000,000
RESERVE LIABILITIES OF PROPRIETORS
TOS £1,800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 1 PER CENT.
PER ANNUUM ON THE DAILY BALANCE.

ON Fixed Deposits for 12 months 4 per cent.
" " 6 " " 6 " " 8 " " 8 " " 10 " " 10 " " 12 " " 12 " " 14 " " 14 " "

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK,
LIMITED.

HEAD OFFICE—YOKOHAMA.

Branches and Agencies:

TOKIO, MANKOW,
KOBE, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHWANG,
LONDON, DALNY,
LYONS, PORT ARTHUR,
NEW YORK, ANTONG,
SAN FRANCISCO, LIOYANG,
HONOLULU, MURDEN,
ROMBY, TIE-LING,
SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.

On Fixed Deposits—
For 12 months 4% p.c.,
" " 6 " " 6 " " 8 " " 8 " " 10 " " 10 " " 12 " " 12 " " 14 " " 14 " "

TAKAO-TAKAMICHI,
Manager.

Hongkong, 1st March, 1910.

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP—SL. TOS. 1,500,000

HEAD OFFICE—SHANGHAI.
BOAR OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hamburg, Hankow,
Kobe, Pekin, Singapore, Tientsin,
Takao, Telukka, Yokohama

FOUNDED BY THE FOLLOWING BANKS: MD

BANKEI: Deutgliche Seehandlung (Freunde
der Staatsbank);

Direction der Direktion-Gesellschaft

Deutsche Bank;

S. Eltzendorff;

Berliner Handels-Gesellschaft

Bank für Handel und Industrie;

Robert Wartheus & Co.

Münchener & Co.

M. Albrecht Reichenb. & Sohn & Fr. Jakob

Jacob S. H. Stein, & Co.

Norddeutsche Bank in Hamburg, Hamburg;

W. Oppenheim & Co., Köln;

Bank für Hypotheken und Wechselbank,

Frankfurt;

LONDON BANKERS:

Morris, M. & KENNEDY LTD. & Sons;

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED;

DAVIDSON BANK (LTD.), LONDON AGENT;

DIRECTION DES DISCOURS GRÉGOIRE, LTD.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOWED ON CURRENT ACCOUNT

DEPOSITOS FOR 12 MONTHS 4 PER CENT.

INTEREST ALLOW

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

or

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG

BRAND

GUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name, and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$5 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each only).

DEATH.

Early on Sunday morning, at No. 2, Ormby Villas, Kowloon, MARION MAUD EDITH, dearly beloved wife of Arthur Bellamy Brown, aged 30 years. [53]

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 5, 1910.

FORT TRADE IN NORTH CHINA
IN 1909.

In the Port Trade Statistics and Reports for North China in 1909, some striking instances are to be found of the wonderful development that northern ports have undergone during the past few years. The main feature in last year's trade was the increase in the exports of beans and beancake from Manchuria, and to all accounts this trade is likely to be even greater in the present year, notwithstanding high prices now ruling. If the staple should be held up, at any rate its products are being exported in increasing bulk. At Dairen, for instance, a new department of the port trade was introduced by the opening of a market for bean-oil in Europe. Hiberto this oil had been regarded merely as a by-product of beancake and had been exported almost exclusively to South China ports. There is some probability therefore that in future the positions of Dairen and the other northern ports relative to each other will be considerably modified. The latest figures of the Chinese Statistical Bureau show that the total value of the foreign articles of commerce imported into China in 1909 was \$1,000,000,000, which is a large amount, but it is not clear whether this figure is to be regarded as satisfactory and reliable for the future.

discharged as again, 5,000 tons in 1908.

This capacity will shortly be raised to 15,000 tons, when the wharf extensions are completed, and this again will be doubled by the projected grain elevator and coal shipper. The restriction upon the entry of vessels into Port Arthur was practically removed by a resolution of the Kwantung Government issued on the 8th July, since which time junks have been permitted to enter a certain portion of the second section of the harbour during the daytime only. The rumour about the opening of Port Arthur to general commerce has been confirmed by a statement made in the Japanese Diet on the 27th January, 1910, by Count Komura, Japanese Minister of Foreign Affairs. It is probable that the South Manchuria Railway Company will use the port as a depot for the export of coal. The prosperity of Port Arthur in future would appear to depend upon its being thrown open without restrictions of any kind, as well as upon the rate of railway freights to the interior. Mr. Francis A. Carl, the Customs Commissioner at Newchwang, states in his report that in spite of very persistent accounts from certain quarters that the trade of Newchwang was a fast dying one and that the port was suffering from commercial stagnation, the trade of 1909, taken all round, has been of a most satisfactory character, and although the value of imports is not so large as in 1905, which holds the record, the value of exports exceeded that year's figures by 25 per cent. The conditions of trade were sound throughout, and there was none of the rash speculation which formed one of the objectionable features of the trade of 1905. The net value of the trade amounted to \$5,018,080 taels, an increase of more than 13,800,000 tael over the trade of the previous year and 22,700,000 tael over that of 1907, but it fell short of the record year—1905—by almost 64 million tael. This last fact is no doubt explainable by the fact that whereas Newchwang was in 1905 the only door through which the trade of Manchuria passed, she has now to face the competition of two powerful rivals—Harbin in the North and Dairen in the South. That Newchwang should have held its own in the face of this competition seems to augur well for the future of her trade. In the Spring the Harbour opened on 24th March and by the end of the month 28 steamers were in port. During the year, the total shipping aggregated 643 vessels with a tonnage of 667,554 tons, an increase of 125 vessels and 136,424 tons over the entries in the preceding year. The Japanese flag headed the list with a total of 271 vessels, 274,717 tons. The British flag took second place with 177 vessels, 220,761 tons. Third place was taken by Chinese shipping—79 vessels, 69,142 tons. In the Native Customs report for Newchwang, Mr. Stanley F. Wright remarks that since 16th September when a Viceroyal proclamation was posted ordering that all importations of the drug from outside Manchuria should be accompanied by a special *hukao* from the Moukden Min Chong, Sau, not an ounce has been declared, and in consequence the price of opium in the shops of the licensed dealers has doubled. The excessive stringency, however, overreaches itself. Smuggling the drug has become more profitable, and as there are no Customs stations at either of our local railway termini, it is also a safe venture. Passengers have not been slow to make good use of the opportunity. At Tientsin the total revenue collection in the year amounted to 2,752,015 tael, an increase of 392,568 tael as compared with the previous year. The year's collection, though falling considerably below that of the record year 1906, when foreign imports contributed most largely to the total, may, in respect of the growth of export trade, be taken as of more value to the country; for, whilst the large revenue collected in 1906 was greatly due to a forced and reckless increase of foreign importation, which produced subsequent overstocking of the market and partial stagnation of trade, the total collected in 1909 shows an increase which, if not very remarkable, is based on steadier and sounder foundations and gives good hope for the future. At Chefoo we read, trade though stationary as regards imports, showed remarkable expansion under exports, with the result that its gross value reached a total of 44,320,000 tael: something more than the high at figure yet attained in any one year. The returns for the past year are regarded as full of promise for the future, more especially as the two chief needs of the port, railway and a breakwater, are receiving the earnest attention of the Government and will, there is reason to hope, be provided at no distant date. The emigration to Russian Manchuria suffered a severe set-back in 1909, mainly as a consequence of the prohibitive tariff on cereal imports—including many of the necessities of life for the Chinese coolie—which came into force in Vladivostock on the frontier generally in March, 1909. Only 1,000 persons left and so soon returned by the Vladivostock route. The bulk of the exodus through Chefoo was via Dairen and Antung, many of the coolies having worked on the railway no doubt. There returned from South Africa 3,000 coolies, leaving about 1,000 in China while the trade between Southern China and the whole of the coast of the South China Sea, particularly the ports of Canton, Amoy, Foochow, and Ningpo, was at a standstill. The port of Canton, which the late Mr. Brewster described as being in a condition of semi-starvation, was still closed, and the port of Ningpo was also closed, largely because of the want of food supplies.

LOCAL AND GENERAL.

THE V.R.C. will be holding their annual public Sports on the 2nd, 3rd and 4th inst.

Mr. Roosevelt has repudiated the published statement that he is planning to visit China next year.

The Paris Flood Commission has proposed safeguard, the total cost of which will be nearly \$10,000,000.

The Molochino Tea Factory at Hankow has been totally destroyed by fire. The British Council building was threatened.

The Japanese have completed the abutments of the Yalu bridge which, it is calculated, will be completed in the soft moon next year.

An egg factory has been opened in Tsingtao and dealers are importing eggs from the southern provinces.

A SMALL lot of Crown Land, measuring 30 square feet, at Tang Lo Wan, was sold by public auction at the P. W. D. this afternoon. Mr. C. Choo Moda was the purchaser for \$1.

The body of the popular and beautiful second daughter of the Earl of Bachar has been found in a minor near Aviemore, Scotland. There were no signs of violence and a considerable sum of money was found on the body.

As Prince King experienced great difficulties in his work of opium prohibition, he wished to tender his resignation as Anti-Opium Commissioner. Prince Chiang has dissuaded him from taking this step and agreed to seek to remove the obstructions in his way.

GENERAL BOTHA received an ovation at Perton on August 9. Speaking in English, he said, in reply to the allegation of Sir P. Fitzgerald that he had acquiesced in the introduction of Chinese labour into the South African mines, that he told Lord Milner that the Boer would never agree to the introduction of the Chinese, and he had consistently opposed that course.

In response to a request by the Foreign Legation in Peking the Wal-wu-pu has forwarded a circular to the Provincial Governments asking them to have the report on the anti-opium movement, and the reduction of the revenue from prepared opium, the number of opium smokers who have given up the habit and the number of smokers who have not given up the habit, etc., etc., sent to the Wal-wu-pu without delay.

M. L. D. Weeks, chief of the hull and boiler division, Bureau of Customs, arrived at Hongkong from Manila last week to inspect the work on the new launch that is being built for the Customs service there. The new launch will be 24 feet over all, 55 feet on keel, 11 feet six inches beam, with a depth of 6 feet and is expected to make 12 knots. Upon completion the launch will be taken to Manila and added to the Customs flotilla. The launch is being built by Messrs. Macdonald and Company.

INDICATIONS of a tragedy of the bay were found this morning, reports the *Manila Times* of goit, by the cutter *Negros* as it returned with a portion of those who made the sea here four weeks ago. Six miles off Secretory Dickinson. Six miles off the breakwater it came upon an abandoned Japanese fishing boat floating with the drift of the tide. It was floating bottom up and lashed alongside of it was its mast which had been unshipped or carried away. It was believed that the occupants of the boat had taken refuge on the bottom of it, after it overturned, and had either been rescued by another craft or been washed off by the sea. *Negros* sent a boat and a line to the sampan and was preparing to take it in tow when a launch from the Bureau of Navigation came along and picked it up. It was brought to Engineer Island where it is held to await information from the owners.

THE N. C. D. News of yesterday says:—We regret to have to record the death of Mr. G. W. Appleby, chief engineer of the Chinese revenue cruiser *Cheungtao*, which occurred at the Victoria Nursing Home on Monday night after a long and severe illness. Mr. Appleby, who was only 55 years of age, joined the Customs service as second engineer in 1888 and was promoted to the rank of chief engineer in '90. In 1907 and 1908, he held the post of inspector of launches at Canton and was afterwards appointed chief engineer of the revenue cruiser *Cheungtao*. He was held in high esteem by his brother officers and by the members of the Coast Inspector's Office and in 1890 had conferred upon him the Pao Hsing of the Fourth Order. The funeral took place at Bubbling Well Cemetery yesterday afternoon and was attended by a large number of representatives of the Customs Service and sympathetic friends. The deceased leaves a widow and two children, to whom the deepest sympathy is extended.

DEATH OF MRS. HELLARY BROWN.

We regret to record the death which took place early on the morning of Sunday, at No. 2, Ormby Villas, Kowloon, of Mrs. A. Bellamy Brown, wife of the editor of the *Cain Mail*. The deceased lady took ill but a short time ago, and her condition was never thought to occasion any alarm, until the evening before her death. When it became known that she had passed away on Sunday morning the news came with painful suddenness to the many friends who were privileged with an intimate acquaintance with Mrs. Brown, who was very popular for her charitable disposition and accomplishments. Mrs. Brown was a daughter of Mr. John L. Plummer, of the Hongkong Observatory. Her death will be more regretted when it is known that after sixteen years in the Cain Mail, she had just in view a visit to the Old Country, but died before this could be accomplished.

Mr. Brown was an accompanist and pianist, and a violinist of considerable ability, and was a member of the Chinese orchestra which gave a concert at the Chinese Hall in the Cantonese Club in March, 1909.

Mr. Bellamy Brown, son of the deceased, is a solicitor in the firm of Bellamy, Brown & Co., and is engaged in a law office in the same building as the Cain Mail. Mr. Bellamy Brown is a member of the Chinese orchestra and has performed in the Chinese Hall in the Cantonese Club in March, 1909.

Big Fire in Hongkong.

THREE BLOCKS DESTROYED.

SIX LIVES LOST, MANY PERSONS INJURED.

Shortly after half-past two o'clock on Sunday morning a fire broke out in a piece of goods shop at No. 2, Jervois Street. The Building was promptly responded to the call, but it was then found that two of the adjoining houses, Nos. 3 and 102, also piece goods shops, were likewise involved without any hope of salvage, for the flames had already receded such a grip upon all three tenements that it was seen to be impossible to prevent their destruction and the firemen's efforts were directed more particularly to the rescue of several persons said to be within the burning walls and to the prevention of a spread of the conflagration.

After some hard fighting, the flames were ultimately got under. Several injured men were rescued from among the wreckage and two dead bodies were brought out. While the rescue work was in progress, cries for help were heard from under

A FILE OF DEBRIS.

on the first floor. Acting Firemaster MacDonald with Fireman J. Leongah cut a way through the fallen timber to the spot whence the victim emanated and succeeded in reaching an aged Chinaman, who had been completely blocked in; he was severely burned and had to be sent to hospital.

While the flames were in full swing against the flaming buildings, the fire-escape ladder was put alongside the outer walls and Firemen Sheppard and Sheean went up the rungs so as to be able to ply upon the flames from above. Just then the walls caved in; the ladder was squashed round and both men fell to the ground. Sheppard had to go to hospital; Sheean was able to return to quarters. Inspector D. Gouley was in charge of the Police arrangements.

THE CAUSE OF THE FIRE.

A SERIES OF EXPLOSIONS.

A great deal of mystery would seem to attach to the outbreak of the fire in Jervois Street. It took place at a time when all except insomniac citizens are supposed to be asleep. The town was sleeping under a sense of peaceful security when suddenly the sound of a heavy explosion awoke every sleeper in the neighbourhood of Jervois Street.

The watchman on the watchtower of No. 5 Police Station, which is the headquarters of the Fire Brigade, was among the first to be alarmed, and when he looked in a Western direction and saw flames.

SHOOTING FROM THE WINDOWS

of some building in the vicinity of Jervois Street, he rang the alarm bell, notifying the Clock Tower fire watchman and the Brigade generally of the outbreak.

Needless to say the No. 5 Section under Acting Firemaster MacDonald were on the scene without delay, closely followed by the Central contingent under Mr. Baker. It was only after strenuous endeavours that the fire was got under and all danger of its spreading was averted. In the midst of the burning debris, however, and of the falling walls, several heroic rescues were made by the firemen of victims who had become imprisoned underneath the collapsing floors and roofs. Several badly injured men were got out and sent to hospital. Three dead bodies also were recovered before the morning was over and since then three more have been found amongst the debris. It is now thought that no more victims remain under the fallen and blackened rubbish. To-day

THE WRECK

remains a most melancholy scene. Thousands of Chinese have visited the spot since the occurrence, and it is with difficulty that the Police control the crowded traffic. In the meantime the Public Works Department have set their forces to work and have pinned up the party wall with powerful stakes so as to ensure safety during salvaging and rebuilding operations.

As regards the cause of the fire, there appears to be no doubt about the fact that it was brought about by an explosion in No. 100. First of all the watchman at No. 2's lower heard loud explosion from Jervois Street quarter, and his attention naturally directed thereto by the same. He, however, heard no more explosions as he started in to ring his alarm bell. But the neighbours thereabout appear to have heard many more such sounds, and to have been vastly alarmed by them,—the Europeans thinking that the detonations of the

explosives.

THE V. R. C. has since arisen in Canton by a French firm doing business in opium in retail. According to Chinese report the firm was said to buy opium in Hongkong and sell in Canton with no let or hindrance by the part of the Prepared Opium Licence Board. This business was carried on for eight or ten days when, without warning, ten bills of opium belonging to the firm were seized by the Chinese. We understand that, on the recommendation of the French Consul in Canton, the firm has ceased doing business in a commodity exclusively with the province of British merchants.

THE COLONIAL PIRATES.

The court-martial at Macao to try the pirates captured in the Colombo case, sitting shortly after midnight on Saturday, eight men were found guilty of crimes committed while in Chinese territory and were sentenced to banishment for a term to Portuguese East Africa, ten years of which term to be served in

the Chinese prison of Macao. They will be imprisoned for seven years, the remainder of the term to be served in the Chinese prison of Macao.

THE CYCLOPS

has since arisen in Canton by a French firm doing business in opium in retail. According to Chinese report the firm was said to buy opium in Hongkong and sell in Canton with no let or hindrance by the part of the Prepared Opium Licence Board. This business was carried on for eight or ten days when, without warning, ten bills of opium belonging to the firm were seized by the Chinese. We understand that, on the recommendation of the French Consul in Canton, the firm has ceased doing business in a commodity exclusively with the province of British merchants.

THE CYCLOPS.

The court-martial to try the pirates captured in the Colombo case, sitting shortly after midnight on Saturday, eight men were found guilty of crimes committed while in Chinese territory and were sentenced to banishment for a term to be served in the Chinese prison of Macao.

THE CYCLOPS

has since arisen in Canton by a French firm doing business in opium in retail. According to Chinese report the firm was said to buy opium in Hongkong and sell in Canton with no let or hindrance by the part of the Prepared Opium Licence Board. This business was carried on for eight or ten days when, without warning, ten bills of opium belonging to the firm were seized by the Chinese. We understand that, on the recommendation of the French Consul in Canton, the firm has ceased doing business in a commodity exclusively with the province of British merchants.

THE CYCLOPS.

The court-martial to try the pirates captured in the Colombo case, sitting shortly after midnight on Saturday, eight men were found guilty of crimes committed while in Chinese territory and were sentenced to banishment for a term to be served in the Chinese prison of Macao.

THE CYCLOPS

has since arisen in Canton by a French firm doing business in opium in retail. According to Chinese report the firm was said to buy opium in Hongkong and sell in Canton with no let or hindrance by the part of the Prepared

THE HABEAS CORPUS CASE.

In the Court of Governor-in-Council, before the Chief Justice, Sir Francis Piggott, and Mr. Justice Head, Acting Prince Judge, sitting as a Full Court this morning, the case was resumed in which Mr. M. W. Slade, K.C., instructed by Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, applied for a rule to be directed to the Captain Superintendent of Police to show cause why he should not bring up the body of Lo Tuan Man, a prisoner at the Central Police Station, before the Court to be discharged from custody. Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. F. L. Denys, Sr., from the Crown Solicitor's office, appeared on behalf of the Crown.

Prisoner's affidavit set out that he resided at 39 Connaught Road Central and was a mercantile assistant. He had resided in Hongkong for upwards of the last 36 years, having come to the Colony when two years of age. When 20 years old, he joined the Hongkong Police Force and remained in that employment until July, 1907, when he was certified by the Government Medical Officer as unfit for service. Upon leaving the Police Force, he started a licensed seaman's boarding-house at 17 Jubilee Street. He still owned the business in partnership with another person. For the last three years he was also assistant in the Lin Hop ship-business and managed the branch of the business relating to the supply of coal and labour for ships and he particularly supplied coal and seamen to the Hamburg-Amerika Line. He had never been associated with any unlawful society engaged in the work of bringing men into the Colony by fraud or false pretences for purposes of immigration, as alleged in the warrant upon which he was arrested. He believed that the information against him was furnished by Col. Sergeant Taylor, with whom he had a quarrel seven months ago. The quarrel arose out of the fact that one day, while he was in a licensed bairing-house, the Sergeant came in and was informed by certain Chinese who were with him that he was disliked from the Police Force. He was ordered by the Sergeant to leave the premises and on his refusing to do so, the Sergeant threatened to get him into trouble.

Mr. Slade stated that the Chief Justice at the last hearing of the application considered the matter so important that he referred it to the Full Court. As the learned Prince Judge was not fully acquainted with the facts, he would state them briefly. The rule nisi could be obtained upon several grounds. The first and most important of all was that the plaintiff had no opportunity at all to defend himself before the tribunal which banished him, and not only that but after the banishment order had been made under which prisoner was to be banished in two days, the Governor-in-Council refused to extend that time under an application made for extension for the purpose of showing good cause why he should not be released, so that the man, he is guilty or not of the offences alleged against him, had never had an opportunity to show cause why he should not be banished. He had no opportunity to show the Governor-in-Council that he was not banished. He had no opportunity to show the Governor-in-Council why he should not be banished for a period of five years. The second ground was that the order of banishment did not sufficiently set out the grounds on which prisoner was to be banished, as required by the Banishment Ordinance. His submission was that the grounds on which a man is banished must be set out with sufficient particularity of dates and details of the alleged offences in order to enable the prisoner to meet the charges. In that case that was by no means open to the prisoner. If these particulars were not given, an absolutely innocent man would not know what he was charged with. The words in the order said that prisoner was associated with a certain unlawful Society. It did not say what unlawful Society; further, that he was concerned in bringing men into the Colony by fraud or false pretences for purposes of immigration. They were not told when and what men and what was the nature of the fraud alleged against him. Assuming for a moment that the Governor-in-Council had received incorrect information and had made a perfectly *bona fide* mistake, and that the warrant intended to be served on a certain person was not served on the right party, the man had no date upon which to work in order to make a statement showing that he was not guilty of the offences alleged against him. Since the last hearing, affidavits had been filed by the Crown which carried the matter only a little further. At this point, Counsel read Mr. Baddeley's affidavit, which stated that prisoner was formerly a constable in the Police Force. All the rest of the affidavit was the result of inquiries. It did not state with any particularity what specific offences were alleged against him.

The Chief Justice—I'm not sure for what reasons these affidavits have been put in.

The Attorney-General—To make the proceedings legal.

The Chief Justice—At first sight it appears they have been put in by way of justification. I thought you were treating them in that way, Mr. Slade.

Mr. Slade—I'm not asking your Lordship to take it in that way.

Proceedings, Mr. Slade, said, everything was done in a vigorous sort of way.

The Attorney-General—The offences were brought to the notice of the Governor-in-Council by the Registrar-General.

Mr. Slade said he did not wish to suggest anything except that the Governor-in-Council had not exercised his discretion in a legal manner.

Mr. Slade then proceeded to read Mr. Chisholm's affidavit, which stated that the latter was made by Mr. Baddeley.

The Attorney-General—Speaking as an official, I can assure you that the filing of affidavits is not a process of individual discretion. Official communica-

tions are sent in shorthand. I confess I don't like this discussion. Of course, it cannot have been avoided.

The Attorney-General said that one of his friend's main contentions was that the order was bad because prisoner had had no opportunity to defend himself. He (the Attorney-General) was glad to be given an opportunity of explaining his position. The only way would be to put before the Court evidence that the prisoner was seen by the Registrar-General and had the charges explained to him.

Mr. Slade contended that the virility of the man's defence was not adjudged upon by the Governor-in-Council but merely by a junior official in the Registrar-General's department.

The Attorney-General—What's your idea of a junior official?

Mr. Slade—I call Mr. Hutchison a junior official.

Continuing, Mr. Slade stated that any stray coolie in the street could, according to the Government, be hustled out of the Colony without being given an opportunity to defend himself.

The Chief Justice—Does that question arise in this case?

Mr. Slade—Yes, I'm asking the Court to say that the procedure is wrong.

Proceeding, Counsel stated that often a mistake was made as to the identity of a person in connection with criminal charges. How much more easy was it to make a mistake when a man was never brought before the Court?

Counsel then proceeded to deal with the law. The Attorney-General submitted that the Ordinance vested exceptional powers in the Governor-in-Council to meet exceptional conditions in the Colony. His contention was two-fold.

Firstly, it was not necessary that the banishes should be heard in his own defence. Secondly, and, alternatively, prisoner in fact was held and therefore the court on law rights which were made so much of by his friend had been fully complied with. That being so, it was not necessary for the Court to decide as to how far the Governor-in-Council was justified in his action. The evidence against the prisoner was amply sufficient and the Executive Council could be presumed to have satisfied themselves as to the truth of the allegations. It was more an executive than a judicial matter. The prisoner had actually admitted the truth of the charges and there could not possibly have been fuller investigation.

After further argument, judgment was reserved.

A QUESTION OF COSTS.

IN HABEAS CORPUS PROCEEDINGS.

Before the Chief Justice, Sir Francis Piggott, and Mr. Justice Head, Acting Prince Judge, sitting as a Full Court this morning, the case was again mentioned in which Mr. M. W. Slade, K.C., instructed by Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, applied for a rule to be directed to the Captain Superintendent of Police in the case of two Chinese to show cause why they should not be discharged from custody. Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. H. L. Denys, Sr., from the Crown Solicitor's office, appeared for the Crown.

The Attorney-General said that the order is not to be directed to the Governor-in-Council.

Mr. Slade applied for costs.

The Attorney-General said there could be no order for costs at all. The men were no longer in the custody of the Police and therefore there could be no return to the order.

Mr. Slade contended that only applied to criminal cases. It could not be suggested that this was a criminal case.

The Attorney-General—Yes.

Proceeding, the Attorney-General stated that the only thing his friend had been able to do was to have the orders cancelled on their being found irregular.

The Chief Justice—It only shows the efficacy of writing *Habeas corpus*.

The Attorney-General—That may be so. As a matter of fact, the man was extremely lucky. I did not think that my friend could have had the face to ask for costs.

Judgment was reserved on the point.

CHINA'S POLICE SYSTEM.

Mr. Lien Chia, formerly Treasurer of the Province of Anhui, in China, and now a highly placed official in the Chinese Police Department, has been in England for some days, the object of his visit being to study the police methods of Scotland Yard, says *The L. & C. Express* of August 12. He is proceeding to various European capitals on the same mission. A prominent official of the Chinese Embassy said that it is proposed to remodel the police system in China. The British system will be taken as a model, having regard to local conditions.

Lien Chia has already paid a visit to Japan and the United States of America, where, among other institutions, he made a study of the police systems. On his arrival in England a visit to Scotland Yard was arranged for him through the Chinese Minister, and this was paid on the instant, when he was shown over some of the principal departments of the Yard, and witnessed some of the administrative methods in actual operation. One of the departments which interested him greatly was that in which the identification of criminals is assisted by means of the finger-print test. Lien Chia was also accompanied to some of the most congested points of London, and was shown that which always evokes the wonder of the stranger—the regulation of the traffic by the policeman on point duty. He was likewise in conversation with the chairman of street patrols. On Saturday, 1st, he met London police for tea, where he was to continue his investigations.

The Attorney-General—Speaking as an official, I can assure you that the filing of affidavits is not a process of individual discretion. Official communica-

HONGKONG AS A CUSTOMS PORT.

A correspondent writing to the *Financial News* comments on the usual report of the Harbour Master. In the course of his remarks he says:

Special interest attaches to the present since by an Ordinance of the Colonial Legislative Assembly passed last year Hongkong was converted from a free into a Customs port. This change was resisted by some of the business community in the island with somewhat fiery forebodings. Judging, however, by the figures presented by the Harbour Master there is nothing to warrant that pessimism, and their predictions of dire consequences that would ensue from the abandonment of the free trade principles upon which the prosperity of the port had hitherto depended are now met with the fact that the volume of shipping has actually increased. While the port was free it was not possible to compile a correct return of its imports and exports; but the enormous extent of trade with which it is connected might be approximately estimated from its shipping returns.

A comparison of those with the present senior shows that Hongkong is not only maintaining its position as one of the leading shipping centres in the world, but is actually improving on its past record. In order that the full significance of the position may be appreciated it is desirable to bear in mind that the volume of shipping has actually increased. While the port was free it was not possible to compile a correct return of its imports and exports; but the enormous extent of trade with which it is connected might be approximately estimated from its shipping returns.

E. S. JOSEPH, Broker, of Hongkong, and do hereby declare that from henceforth I shall cease to use and sign the surname of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now add at all times thereto also and sign the said surname of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH.

Hongkong, 5th September, 1910. [58]

GODFREY'S ADVERTISEMENTS.

HONGKONG HOTEL COMPANY LTD.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 10th September, 1910, at 12.30 P.M., for the purpose of receiving a Statement of Accounts to the 30th June, 1910, with the names of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th Sept., both days inclusive.

By Order of the Board, C. MOONEY, Secretary, Hongkong, 5th September, 1910. [58]

NOTICE.

K NOW all Men by these Presents that I, E. S. JOSEPH, Broker, of Hongkong, do hereby declare that from henceforth I shall cease to use and sign the surname of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now add at all times thereto also and sign the said surname of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH.

Hongkong, 5th September, 1910. [58]

NOTICE TO CONSIGNERS.

S.S. "BENGLOE," FROM MIDDLEBROOK, ANTWERP, LONDON AND STRAITS.

CONSIGNERS OF CARGO ARE HEREBY

INFORMED THAT ALL GOODS ARE BEING LANDED AT THEIR RISK INTO THE HAZARDOUS AND EXTRA-HAZARDOUS GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY LIMITED, WHERE DELIVERY MAY BE OBTAINED AGAINST BILL OF LADING SIGNED BY THE UNDERSIGNED.

OPTIONAL CARGO WILL BE CARRIED ON UNLESS NOTICE TO THE CONTRARY IS GIVEN TO DAY.

ALL CLAIMS MUST BE PRESENTED WITHIN TEN DAYS OF THE STEAMER'S ARRIVAL HERE AFTER WHICH DATE THEY CANNOT BE RECOGNIZED.

NO CLAIMS WILL BE ADMITTED AFTER THE GOODS HAVE LEFT THE GODOWNS AND ALL GOODS REMAINING UNDELIVERED AFTER THE 11TH INST. WILL BE SUBJECT TO RENT.

ALL BROKEN, CHAFED AND DAMAGED GOODS MUST BE LEFT IN THE GODOWNS, WHERE THEY WILL BE EXAMINED ON THE 10TH INST., AT 3 P.M.

NO FIRE INSURANCE WILL BE EFFECTED BY US IN ANY CASE WHATSOEVER.

THIS STEAMER BRINGS ON CARGO:—

Ex s.s. Göteborg from Göteborg,

HAMBURG-AMERIKAN LINE,

Hongkong Office.

Hongkong, 5th September, 1910. [58]

TO-DAY'S ADVERTISEMENTS.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on board Bills of Lading to Singapore, Madras and Mauritius.)

THE Steamship

"LIGHTNING."

Captain E. P. Smith, will be despatched for the above Ports on THURSDAY, the 8th Inst., both days inclusive.

By Order of the Board, C. MOONEY,

Secretary, Hongkong, 5th September, 1910. [58]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."

Captain Haberl, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bill of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given to day.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatsoever.

This steamer brings on cargo:—

Ex s.s. Göteborg from Göteborg,

HAMBURG-AMERIKAN LINE,

Hongkong Office.

Hongkong, 5th September, 1910. [58]

IMPROVEMENTS.

TRY OUR DELICIOUS CORNED PORK.

CORNED BEEF.

and

PRESSED BEEF.

THE

DAIRY FARM CO., LIMITED.

ASAHI

ASAHI

AWARDED

GOLD MEDAL.

SAPPORO

SAPPORO

ANGLO-JAPANESE

EXHIBITION.

BEER.

RICES:

4 Dz. Qarts \$1.00 per cwt.

8 Dz. Plates \$1.50. n. w.

OF ALL

WINE

MERCHANTS

CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

Shipping—Steamers

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPEROR LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF INDIA" SATURDAY, SEPT. 17TH.

"EMPEROR OF JAPAN" SATURDAY, OCT. 8TH.

"EMPEROR OF CHINA" SATURDAY, OCT. 29TH.

"MONTEAGLE" TUESDAY, NOV. 2ND.

"EMPEROR OF INDIA" SATURDAY, NOV. 16TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 18 NOV.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car whilst crossing the American Continent by Canadian Pacific direct Line).

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (united intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

[1]

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

For	Steamship	On
SHANGHAI, KOBE & MOJI	YAMSANG*	FRIDAY, 9th Sept., Noon.
MANILA	YUENSANG*	FRIDAY, 9th Sept. 4 P.M.
SHANGHAI via NINGPO	HANGSANG*	SATURDAY, 10th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	JOOKSANG*	WEDDAY, 14th Sept., Noon.
TIENTSIN	CHEONGSHING*	THURSDAY, 15th Sept., Noon.
MANILA	LOONGSANG*	FRIDAY, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYNG 24 DAYS).

The steamers "Kaisen," "Nansen" and "Fusō" have about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Stewardess have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yungtung Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Keelung, Lukat, Daire, Simpura, Tawoo, Usukan, Jesson and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 5th September, 1910.

[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TAMING	6th Sept., 4 P.M.
ILIOILO & CEBU via AMOY	SUNGKANG	7th " 4 P.M.
SATOW, AMOY & SHANGHAI	PAKHOI	7th " 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	YANOHUA	8th " Daylight.
SHANGHAI	CHINHUA	8th " "
CHIEFOO & TIENTSIN	HUIOHOW	10th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

ASIAN, "LINTAM" and S.S. "SANJU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried.

REDUCED FARES. Cargo booked through for Australia, New Zealand and Tasmania Port.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

PAST SCHEDULE TWIN-SCREW STEAMERS (Alden, Chasse, Léon, Chateau) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid night on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—445 single, 880 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, AGENTS.

Telephone No. 16, Hongkong, 5th September, 1910.

[1]

HONKONG—MANILA

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Port	For	Sailing Date
MANITO	Al. T. T. T.	MANILA	SATURDAY, 10th Sept., 11.30 A.M.
MANITO	Al. T. T. T.	MANILA	SATURDAY, 10th Sept., 11.30 A.M.

SIEHWAN TOMBS & CO. GENERAL MANAGERS.

SAILING—Steamers

OSAKA SHOSEN KAISHA

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE.

Connecting with TACOMA and THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route

from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of

Lading to all Overland Common Points in the U.S.A. and Canada, also to

the principal Ports in Mexico, Central and South America.

For

Steamers

G. Tonnage

Leaves

VICTORIA, B.C. & TACOMA	"TACOMA MARU" Capt. H. Yamamoto	WEDDAY, 9th Sept., at Noon.
V. KEELUNG, MOJI, KOREA	"TACOMA MARU" Capt. T. Ogata	WEDDAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Tea, Precious and Parcels. Special attention given towards

Expedite delivery.

For

Steamers

G. Tonnage

Leaves

VICTORIA, B.C. & TACOMA	"PANAMA MARU" Capt. Y. Yamamoto	WEDDAY, 9th Sept., at Noon.
V. MOJI, KOREA AND YOKO-	"PANAMA MARU" Capt. T. Ogata	WEDDAY, 21st Sept., at Noon.

The Go.'s newly built steamers have fair speed. Superior accommodation for storage

passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates.

Best adapted rooms for carrying Silk, Tea, Precious and Parcels. Special attention given towards

Expedite delivery.

For

Steamers

G. Tonnage

Leaves

ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and YOOCHOW	"BUJUN MARU" Captain Y. Fuseno	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to

YOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nissho Kisha Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class

\$73.00

2nd Class

\$65.00

3rd Class

\$87.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabin.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sallings, etc. apply at the Co.'s Local Branch Office at Second Floor, No. 2, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 2nd September, 1910.

[1]

RIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES 1910

<tbl_r cells="3" ix="1" maxcspan="1" maxrspan="

SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon latest information given under "Commercial Intelligence."

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER		LAST DIVIDEND	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,200,000 \$125,000 \$125,000	\$1,027,618	£2.5/- for half year ending 31st Dec 1909. G. 22% 1/2% = \$3.50/-	500 buyers \$3.50/- ex div.
National Bank of China, Limited	90,000	47	46	none	none	12 (London 1/6) for 1909	500 buyers
MAXIM INSURANCE							
Canton Insurance Office, Limited	10,000	\$150	\$50	none	none	10 for 1908	6% 10/15 sales
North China Insurance Company, Limited	10,000	475	45	Tls. 207,573	Tls. 207,573	Final of 7/6 making 15/- for 1908	5% 10/15 buyers
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	none	none	Final of 5/6 per share, making 15/- per share for 1908 and an interim dividend of 10/- per share for 1909	5% 10/15 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	none	none	12/- for year ending 31st Dec 1908 and interim of 5/- on account of 1909	7% 10/15
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000	\$4,840	50 and bonus \$5 for 1908	7% 10/15 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	none	none	25 for 1908	5% 10/15 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$35	\$35	152,043 \$35,000 \$35,000	Dr. 537.7	5% (or 1908)	500 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	none	none	5% for year ending 30th June 1908	500 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	none	none	Dividend of 5/- for 1908	5% 10/15 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000	45	45	135,8100 \$70,000 \$100,000	L. 517.8.2	6/- for 1907 on Preference shares only @ ex 1/3 18/6 - 5% 1908 and 5% per share (coop. No. 12) making 1 in all 6/- for 1908 & interim of 1/- for ac. 1909	500 sales
"Shell" Transport and Trading Company, Limited	4,000,000	41	41	none	none	A dividend of 7% for yr. ending 30th June 1908 A bonus of 5% for yr. ending 30th June 1908	5% 10/15 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	none	none	A bonus of 5%	5% 10/15
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,200,000 \$100,000	Dr. 50,000	50/- per share for 1909	6% 10/15 sellers
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 50	none	Dr. 515.64 Tls. 6.00	500 sellers Tls. 500 sellers
Peak Sugar Cultivation Company, Limited	7,000	\$100	\$100	Tls. 50	Tls. 100,000	50/- for year ending 31st May 1909	500 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	1,15,000 \$12,500 \$100,000	Dr. 1,435	Interim of 1/6 for 1908 (coupon No. 14) First year:	9% 10/15 Tls. 10 P. 10
Headwaters Mining Company	60,000	P. 10	P. 10	none	none	5/- per share 1/12 dividend	5% 10/15
Raub Australian Gold Mining Company, Limited	150,000	41	41	14/- 1/- none	none	Final of Gold \$4.65 for 1909 in all G. \$1.75	5% 10/15
Oriental Consolidated Mining Co., Ltd.	50,000	G. \$10	G. \$10	none	none	50/- for year ending 31st Dec 1908	500 sellers
Docks, WHARVES & GODOWNS.	500,000	none	none	none	none	50/- for year ending 31st Dec 1908	500 sellers
Fenwick (Gas) & Co., Limited	18,000	\$25	\$25	135,375	Dr. 54,600	50/- for year ending 31st Dec 1908	500 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	1,550,000 \$33,993 \$30,000	Dr. 56,547	5% for 1909	550 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Tls. 100	none	No dividend paid this year	500
Shanghai Dock and Engineering Co., Ltd.	118,557,000	Tls. 100	Tls. 100	Tls. 67,715 Tls. 50,- Tls. 115,000	Tls. 6.00	Final of Tls. 3 making Tls. 6 in all for 1909	6% 10/15 Tls. 76
Shanghai and Hongkew Wharf Company, Limited	15,000	Tls. 100	Tls. 100	Tls. 100	Dr. 0,322	Interim of Tls. 3 for 1909	7% 10/15 ex div.
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 4,514 \$1,400	Tls. 6 for year ending 30th Dec	5% 10/15	Tls. 100 buyers
Central Stores, Limited	10,123	\$25	\$25	none	none	\$1.20 on old and 60 cents on first new issue	500 buyers
Hongkong Hotel Company, Limited	12,000	\$25	\$25	none	none	\$1.60 on old shares and 1.30 on new shares	1,104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	none	none	5/- for half year ending 31st Dec 1909	1,103 sales
Humphrey Estate & Finance Company, Limited	150,000	\$10	\$10	none	none	Final of 5/- making 5/- for year end, 1st. 1.00	500 sellers
Kowloon Land and Building Company, Limited	6,000	\$30	\$30	none	none	45 cents for 1909	500 buyers
Shanghai Land Investment Company, Limited	95,000	Tls. 50	Tls. 50	Tls. 1,125,045 Tls. 30,000 \$100,000	Tls. 6.969	Interim of Tls. 3 for 1909	6% 10/15 sales
West Point Building Company, Limited	22,500	\$30	\$30	none	none	Final of \$1.50 making in all 3.80 pps	500 buyers
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	30,000	Tls. 50	Tls. 50	Tls. 100,000 \$10,000	Dr. 50,99 \$8,551	10/- for year ending 31st Dec 1909	8% 10/15
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	none	50 cents for year ending 31st Dec 1909	10%
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	none	none	Tls. 7.5 for year ending 30th Dec 1909	12%
Laon-kung-nan Cotton Spinning & Weaving Co., Ltd	5,000	Tls. 10	Tls. 10	none	none	Tls. 6 for 1909	1% 1.2
Sey Chas Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	none	none	Tls. 6 for 1909	1.2
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	12,500 \$40,000	£1.48 NIL	15% per share for 1908	18 sellers
China-Borneo Company, Limited	60,000	\$25	\$25	none	none	50 cents for 1909	500 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	none	none	50 cents for year ended 31st Dec 1909	500 buyers
Do. Do. Social shares	50,000	\$1	\$1	500,000 \$1,000,000	2,602	50 cents for 1909	500 buyers & 8% 10/15
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	none	none	50/- for year ending 31st Dec 1909	500 buyers
Dairy Farm Company, Limited	40,000	7/2	56	11,800 \$1,000,000	11,800	Final of 40 cents making in all 75 cents per share for 1909	500 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	none	none	14 per cent. viz. \$1.40 for 1909	500 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	none	A dividend of \$1.20 per share and a bonus of 10 cents	500 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	none	Final of \$3 for 1909	500 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	none	Final of 5/- making in all \$5 for 1909	500 buyers
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$25	\$25	none	none	Interim dividend of Tls. 1.50 15th March	500 buyers
Macintosh & Mijne, Bouche, an Landshout - plotteria in Langkawi, Limited	25,000	Ge. 100	Ge. 100	Tls. 61,014 Tls. 61,014	Tls. 36,083	Tls. 12.50 for 1909	5% 1.300 s.
Peak Tramways Company, Limited	15,000	\$10	\$10	none	none	50 cents on fully paid shares and 5 cents on a bonus	500 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	none	\$1 paid shares for year ending 30th June 1909	500 sellers
Philippine Company, Limited	75,000	\$10	\$10	none	none	None	500 sellers
Shanghai-Singapore Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 2,149 Tls. 100,000	Tls. 1,450	No dividend this year	8% 10/15
Societe des Filatures et Papeteries du Tonkin	13,300	Banker shares	50	none	none	First year	500 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	none	-None	500 buyers
Steam Laundry Company, Limited	10,000	\$25	\$25	none	none	None	500 sellers
Telegraph Waterworks Company, Limited	30,000	\$10	\$10	none	none	10% for year ending 31st May 1909	500 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	none	none	60 cents for year ending 31st Dec 1909	500 buyers
Watkins Limited	10,000	\$10	\$10	none	none	50 cents for 1909	500 buyers
Watson (A.S.) & Co., Limited	10,000	\$10	\$10	none	none	None	500 buyers
William Powell, Limited	15,000	none	none	none	none	None	500 sellers

VIENNA CAFE COMPANY LIMITED (RE-ORGANIZED)

QUEEN'S ROAD CENTRAL OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE)

By kind permission of the Commandant and Officer, the 1st Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commanding from 5 p.m.